

Vol. XL, No. 12,510.

AFFAIRS AT WASHINGTON.

MATTERS BEFORE CONGRESS.
 WHY CERTAIN CONGRESSMEN ARE ANXIOUS ABOUT THE RIVER AND HARBOR BILL—CONJECTURES ABOUT AN EXTRA SESSION—WHY IT IS LIKELY TO BE HELD—CAPTAIN EADS NOT DISCOURAGED.
 The correspondent of THE TRIBUNE at Washington points out some of the peculiar features of the River and Harbor Appropriation bill, and explains why some Southern Congressmen are so anxious for its passage. There is considerable talk of an extra session of Congress among the representatives of both parties, since it is regarded as almost impossible for Congress to finish the work that is awaiting action before March 4. Many that are awaiting action before March 4. Many that are awaiting action before March 4. Many that are awaiting action before March 4.

TALKING OF AN EXTRA SESSION.
 THE APPROPRIATION BILLS THAT MUST BE CONSIDERED AND PASSED—PROBABILITY THAT THE TIME REMAINING TO THIS CONGRESS WILL NOT BE SUFFICIENT.

WASHINGTON, Feb. 13.—There is already considerable talk among politicians in Washington respecting the probability of a spring session of the XLVth Congress, and there are members of both parties who not only think such an event probable, but who are in favor of it. The condition of the work before Congress is such as to justify some apprehensions among members who do not desire an extra session. There are two of the large appropriation bills which will not be reported to the House in time for any action upon them this week. Indeed it is somewhat doubtful whether either the Sundry Civil bill or the General Deficiency bill will be brought into the House before a week from tomorrow. The Agricultural bill has been reported, and may be passed by the House this week. It will be likely to evoke considerable discussion, as it is likely to cost \$222,000, or about \$40,000 in excess of last year's bill. Unless the River and Harbor bill makes more rapid progress than it did yesterday, it will not pass the House before next Saturday. Several features of it will undoubtedly be debated thoroughly, and the opponents of the most vicious features of the measure express their determination to make a good many five-minute speeches, and to offer various amendments. Mr. Cox is still hopeful of the passage of a Reapportionment bill, but it is difficult to see how it can be accomplished within the next fifteen days. Every day after this week until March 4 will be needed for the consideration of the general appropriation bills. Probably every one of them will at last be shaped by conference committees in the very last hours of the session. If the Refunding bill should come back from the Senate as early as Thursday, which is not very probable, it would be practicable for the House to discuss the Senate amendments in Committee of the Whole and perhaps to reach a vote this week. Otherwise, if the Refunding bill becomes a law at all before March 4, it will be as a compromise measure framed by a conference committee.

Several Republican Senators have already openly expressed the opinion that the failure of the Refunding bill would make necessary the calling of an extra session. Mr. Frye expresses a contrary opinion. Neither do they agree with Senator Edmunds and other Republicans who favor a called session in order that the House Committee on Elections may be organized and instructed to investigate the suppression of the Republican vote in a number of Congressional districts in the Southern States. Those who advocate this course are impelled to do so, because they believe that unless Southern Republicans are reassured by some action of the House of Representatives, it will be impossible for any Republican who has served a notice of contest in any Congressional district in South Carolina, Alabama, Mississippi, or Louisiana, to procure the testimony of witnesses to establish his claim, however just it may be. The recent outrageous proceedings in the Florida District are a strong argument in favor of this view of the matter, and with considerable effect. There are Republican members of the House too, who in view of the political complexion of the present State Legislature are anxious to secure the reapportionment of Representatives shall be made before next winter. They think that a Reapportionment could be passed at an extra session while they have nearly abandoned all hope of one by this Congress.

THE RIVER AND HARBOR BILL.
 PROBABLE FURTHER CONSIDERATION TO-DAY—REASONS WHY CERTAIN CONGRESSMEN ARE INTERESTED IN APPROPRIATIONS FOR THE ALLEGED IMPROVEMENT OF UNIMPORTANT STREAMS.

WASHINGTON, Feb. 13.—It is expected that the House of Representatives will proceed to-morrow with the consideration of the River and Harbor bill. The action upon the bill yesterday shows that the Committee on Commerce is determined to proceed rapidly and with as little debate as practicable, and to allow no amendment of the bill if it can be prevented. The simple offering of an amendment yesterday to one of the items was characterized by the House as filibustering.

The manner of making up a River and Harbor bill by the Commerce Committee is not very generally understood, and still less is known by the public of the preliminary management by which the initial "improvements" of trout streams are authorized and thereafter continued. In every River and Harbor bill a lump sum (the amount recommended this year is \$100,000) is appropriated for "examinations or surveys or both, and estimates of cost of improvements proper" to be made at certain points designated. The streams, bays, harbors, etc., to be surveyed next year are sixty or seventy in number. Among them is "Little Tennessee River from its mouth on the Holston or Big Tennessee River to the mouth of Tallis River." The preliminary surveys and estimates are usually made by a civilian assistant engineer. This is uniformly the practice where the streams to be surveyed are so small as to be unknown except to the geography of a county or a township. Of course, a Congressman, having secured the designation of a stream in his district, takes care that the assistant engineer, who is sent to examine it, is well treated by the people in the vicinity and is duly furnished by them with statistics of the number of beaver holes, the number of pounds of beaver, beaver dams, and the number of dams of eggs which would go to swell the commerce of the country if that particular creek were improved. Turning over the reports of these assistants one constantly finds their acknowledgments "for courtesies" received during their sojourn among the hospitable inhabitants who live on the banks of the streams which they have explored. The assistant usually makes a glowing report of the creek which he has surveyed from a skiff, as he pursued his pleasant journey. He conscientiously notes the obstructions to navigation in the form of "boulders," "overhanging trees," "mill dams," "fish-traps," "bridges without draws," "rapids," etc.; he enlarges upon the agricultural or other resources of the region, exults upon the fertility of the soil, the size and quality of the timber, the beauties of the landscape, and the hospitality of the people, and he winds up with an estimate of the cost of improving the newly discovered artery of commerce. Rarely indeed, if ever, does the assistant engineer report that it is impracticable to make a stream navigable. In his lexicon there is no such word as "fail." The officer of engineers who receives this report sends it to the Chief of Engineers, with his favorable indorsement. The more money he can see to expend on internal improvements in his district the more popular he will be.

The Chief of Engineers, relying upon the judg-

ment of his subordinates, uniformly adopts their reports and recommendations. At this stage of the proceedings the Congressman again appears upon the scene. He besieges the rooms of the Commerce Committee, and lays in wait for individual members of that committee. He forms combinations with other Congressmen who want improvements for creeks and rivulets in their districts. Sometimes he is a member of the Commerce Committee himself, and then his task is a very easy one. He can take care of all the streams in his State. Thus Mr. Reagan, of Texas, who is chairman of the committee, has managed this year to secure \$750,000 for his State, and the other fourteen members of the committee have been able to secure appropriations for their respective States to the amount of nearly \$1,500,000. When work has once begun upon a stream, however important it may be, it is usually continued through a long series of years. Engineers like a steady job as well as Congressmen do large and regular appropriations.

The bill now under consideration in the House of Representatives is by all odds the worst of the kind which has ever emanated from the Commerce Committee. It includes about twice as many items as the similar bill did eight years ago, and nearly all the additions are for appropriations to improve rivers, creeks and bays which no amount of money could make navigable in any respectable sense. Take for example the "Trade-water River," which is a complete unknown quantity to the people of the State of Kentucky. No thoroughgoing engineer has ever been sent to it. The assistant engineer reports that "the improvement of the Trade-water River so as to make it navigable at all times would greatly benefit the region through which it flows." It is thought it could be prepared, "for descending navigation only," by the removal of all snags, drifts, detached rocks or boulders, fish-dams, etc., and the overhanging trees on its banks. Captain Cuyler, of the engineers, reports that slack-water navigation might be obtained by the construction of locks 120 feet long by 20 feet wide; larger locks, he thinks, would be useless, because the stream would not afford water enough to make them of any service. The "descending navigation only" would apply to flat-boats and timber-rafts. Captain Cuyler guesses that the improvement would cost about \$118,000, but confesses that this estimate is based upon no trustworthy data. He adds that "to improve the present natural navigation to any useful extent it is estimated that the sum of at least \$100,000 would be required." The Commerce Committee has recommended an appropriation of \$3,000, which sum will do no good whatever.

But this is only the entering wedge. The River and Harbor bill this year contains an item of \$20,000 for the Little Kanawha River in West Virginia. Upon this stream \$58,000 had already been appropriated. The engineer says that the object of "the present plan of improvement" is the attainment of raft and push-boats navigation at the mouth of the river, before practicable, and he estimates that to complete the improvement of the stream for these purposes will require an additional expenditure of \$90,000. This amount would then be navigable for "push-boats" for a distance of about eight miles. For continuing the improvement of the Great Kanawha in the same manner, the report estimates that it would require the amount of money required to make it navigable—an appropriation of \$200,000 is to be made in addition to the \$1,200,000 which has been appropriated for the same stream within the last five years. To complete the improvement it is estimated that about \$2,500,000 more will be needed. For the Guyanote River, the report estimates that \$100,000 is required in addition to the \$1,200,000 which has been appropriated for the same stream within the last five years. To complete the improvement it is estimated that about \$2,500,000 more will be needed. For the Guyanote River, the report estimates that \$100,000 is required in addition to the \$1,200,000 which has been appropriated for the same stream within the last five years. To complete the improvement it is estimated that about \$2,500,000 more will be needed. For the Guyanote River, the report estimates that \$100,000 is required in addition to the \$1,200,000 which has been appropriated for the same stream within the last five years. To complete the improvement it is estimated that about \$2,500,000 more will be needed. 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